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THRU : Chief, Industrial Division, ORR
Chief, Aircraft Branch, D/I

Transmittal of, "Gaps in Intelligence Information on the Aircraft Industry of East Germany".

Forwarded herewith for your review is a "Gaps in Information Statement on the Aircraft Industry of East Germany."

25X1A9a


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GAPS IN INFORMATION

EAST GERMANY

AIRCRAFT INDUSTRY

BACKGROUND

1. Knowledge of the scope, actual performance and progress of the aircraft industry in East Germany is of strategic and economic importance to the US. Determination of the amount of effort and money expended on the production of aircraft in East Germany may serve as an indicator of East German and Soviet intentions in military matters and in the area of Free-World Economic penetration.

2. The performance of the East German aircraft industry is quite well known. At Dresden-Klotzsche output of Il-14 (Crate) piston-engine transports currently is 3 per month. Production of Crate will stop late in 1959 when series-production of "152" jet transports is scheduled to start. Other aircraft considered for eventual production, probably at Dresden-Klotzsche, include a turboprop transport and a small jet trainer. At Pirna is a plant for the design and development of jet engines. Among current development projects there are large turbojet and turboprop engines and also a small jet engine which could be used in an automobile or small aircraft. At Scheuditz aircraft sub-assemblies, for the Dresden-Klotzsche production, are manufactured, and various types of aircraft are overhauled. Large piston engines and large turbojet engines are in series production at Karl-Marx-Stadt and at Ludwigsfelde, respectively. Series production of Gliders started recently at Loschwitz.

The amount of investments and the lost of production, both for individual plants and for the industry as a whole are known moderately well. A more precise knowledge of these figures would permit a more accurate estimate of national strength and of trends in the industry.

3. Sources of Information:
25X1C5b

25X1X6

25X1B4d


c. Press Reports - Only a limited amount of new information appears in the East German press.

QUESTIONS

The gaps in information about the East German Aircraft Industry, when compared to gaps in information about Poland, are minor. The questions listed below arise out of changing production in East Germany rather than a long-continued lack of information.

A. Production and Repair of Airframes and Engines

1. Il-14 (Crate)

a. When will production stop?

b. Will spare parts continue to be produced in East Germany?

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2. Is this the East German entry in a Soviet-Bloc trainer competition?

3. "152"

- a. How many "152" aircraft will be built?
- b. When will the first aircraft destined for airline use be rolled from the factory?
- c. Have Major problems developed which might lead to cancellation of orders for the aircraft?
- d. Please verify that production of the "152" is to be complete before series-production of the "153" starts.

4. "153"

- a. When will the first "153" be rolled from the hangar?
- b. When is series-production scheduled to start?
- c. Have export orders been received?

5. Jet Trainer

- a. Is this the East German entry in a Soviet-Bloc trainer competition?
- b. Where would it be built?
- c. When would the first flyable aircraft be rolled from the factory?
- d. What is the weight of the airframe?
- e. What is the planned peak rate of production?
- f. When is the planned peak rate to be achieved?
- g. Are there any firm indications of production?

6. "154"

- a. Are there any firm indications of production?

7. Gliders

- a. How many gliders of the different types have been produced to date?
- b. What is the current rate of production?

8. Engines

- a. How many ASh-82 piston engines have been built at Karl-Marx-Stadt?
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- b. How many "014" and "016" engines have been built?
- c. Are there indications that small jet engines are to be series-produced in East Germany?

B. Production Facilities

Have the factory facilities for production of aircraft been changed recently?

C. Industry Finances

What are the investment and cost figures for:

1. The individual factories.
2. The industry as a whole.

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D. Cost of Aircraft

1. Cost or selling price of aircraft.
2. Cumulative unit on which this price is based.
3. Slope of cost or selling curve.
4. Cost breakdown as follows:
 - a. Airframe
 - b. Engine
 - c. Propellers
 - d. Electronics
 - e. Accessories
 - f. Furnishings
 - g. Miscellaneous

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